JOURNAL ADVERTISING STATIONS. BRANCH OFFICES

THE JOURNAL

Have been conveniently located at the following drug stores in the various sections of ADVERTISEMENTS WILL BE TELEPHONED

Direct to this office at regular rates. 5 CENTS PER LINE OF SEVEN WORDS. -STATIONS .-

Alabama and 7th Sts.—S. Muhl.
Bellefontaine St., No. 400—Claude Fields.
Christian Ave., No. 197—F. F. Dannetteile.
Clifford Ave., No. 324—Philip Miller.
College Ave. and 7th St.—Geo. C. Fisher.
Columbia Ave. and 7th St.—Geo. C. Ruch.
Columbia and Hill Aves.—R. C. Hampton.
Delaware and McCarty.—H. A. Pfaffilin. Delaware and McCarty-H. A. Pfaffilm Dellaware and McCarty—H. A. Plamin.

Dillon and Fletcher Ave.—Hugo H. Lehrritter.

East and McCarty Sts.—E. C. Reick.

Ft. Wayne Ave., No. 190—Thos. R. Thornburg.

Hillside Ave., No. 19—H. W. Carter.

Illinois and 1st Sts.—S. Muhl.

Illinois and 1th Sts.—S. Muhl.

Illinois and 22d Sts.—Frank Kongan nois and 22d Sts.-Frank Keegan. Illinois and North Sts.-R. M. Navin. Indiana Ave. and Vermont St.-R. P. Blodau. Indiana Ave., No. 261—John D. Gauld.

Madison Ave., No. 427—Jos. M. Dwyer.

Mass. and Cornell Aves.—C. E. Barmm.

Mass. Ave., No. 301—L. E. Haag.

Mer. and Morris Sts.—C. H. Broich.

Mer. and Russell Ave.—Geo. F. Borst.

Mich. V. 1870 Proc. V. Rose. Mer. and Russell Ave.—Geo. F. Borst.

Mich., No. 1959 East—Van Arsdale Bros.
New York and Noble Sts.—E. H. Enners.
New York, No. 278 West—F. E. Wolcott.
Pine, No. 201 South—A. L. Walket.
Senate Ave. and 3d St.—A. M. Eyster.
Senate Ave., No. 1953 North—E. E. Steward.
Shelby St., No. 182—C. A. Eltel.
Talbott Ave., No. 250—M. Schwartz.
Virginia Ave. and Coburn—C. G. Mueller.
Virginia Ave. and McCarty—M. C. Staley.
Wash, St. and State Ave.—N. S. Driggs. Wash. St. and State Ave. - N. S. Driggs. Wash. St., No. 703 East-Baron Bros. West St., No. 503 North-C. W. Eichrodt.

DIED. DANAHEY-Mrs. Mary Danahey, at her daughter's home, 332 East Louisiana street, at \$:15 p. m., Jan. 27, 1897. Funeral notice later.

Yandes and 9th Sts .- Dixon.

GRAY-Ernest Stephen Gray, son of Stephen and Maggie Gray, Jan. 28, aged twenty-one years and eight months. Funeral Thursday, Jan. 28, at 2 p. m., 478 North Capitol avenue. MILLER-Mrs. Eliza A., wife of Charles F. Miller, Tuesday at 4:30 p. m. Funeral Friday at 0:30 a. m. from residence, 681 North Illinois street. Madison, Ind., papers please copy.

> FLANNER & BUCHANAN-172 North nois street. Lady embalmer, for ladies and children. Office always

FUNERAL DIRECTORS.

open. Telephone 641. LOST.

four tails; lost while sleighriding. If returned to 890 North Pennsylvania finder will receive re-FOR SALE-REAL ESTATE.

FOR SALE - Meridian-street Property-House with 10 rooms, bathroom, kitchen and pantry; cemented cellar, etc.; situated southwest corner of Meridian and Pratt streets. For terms inquire of JOHN H. OHR, Room 3, Hubbard block. FOR SALE OR EXCHANGE.

FOR SALE OR EXCHANGE-By C. W. Phillips, 70 Monument place: Mills, factories, farms, merchandise, city and town property, printing offices, livery stables, hotels, sanitarium, timber and coal lands, gas and oil, gold, silver and other mineral properties, building and loan, city drug

FOR SALE-Two boilers, 48 4-inch flues; 60-inch by 18-foot shell, with front; eighty horse power. Inquire KINGAN & CO.

FOR RENT. FOR RENT-Best location in Indiana for good dry goods store; also practical dentist and pho-ographer. Address THOMAS DRYDEN, Cedar

FINANCIAL. LOANS-Money on martgages. C. F. SAYLES, 75 East Market street.

LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 96 East Market street. mission and expenses lowest. No gold clause. NEWTON TODD, 6 Ingalls Block. MONEY-To loan on Indiana farms. Lowest

rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. LOANS-Any amount. On furniture, planos, store fixtures, etc. Reasonable rates. (Confidential.) E. J. GAUSEPOHL, 2½ W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 325-230, third floor Lemcke Building, Indianapolis.

TO LOAN-Money at reasonable rates of interest in sums of \$500 to \$5,000 on real estate in Indianapolis, without BOICE & DARK, 1812 North

WANTED-MALE HELP. WANTED-Traveling salesmen for cigars. Old. reliable house. Experience unnecessary. Extra inducements to customers. \$75 to \$150 per

nth and expenses. CHAS. C. BISHOP & CO., WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-ton, D. C., for their \$1,890 prize offer and new list

of 1,000 inventions wanted. WANTED-SALESMAN. WANTED-\$30 weekly salary and expenses paid

salesmen for cigars; experience unnecessary; ermanent position. THE W. L. KLINE CO., St. Louis, Mo. WANTED-SITUATION.

warman and a second WANTED-Situation-By an expert bookkeeper and experienced office man; at present em-Very best guarantee from present and past employers. Address G, care Journal.

NOTICE. NOTICE-Transfers to any part of the city 2: cents per passenger. GREEN & CO., 69 W.

PERSONAL. PERSONAL-Mme. Mason returned. Massage treatment, Room 25 Hendricks block.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 S.

Penn. st., Pennsylvania tracks. Phone 1343. LEGAL ADVERTISEMENTS. NOTICE.

The board of control of the Central Indiana dospital for the Insane will receive scaled proposals up to Friday, Jan. 29, at 10 a. m., for ing a full line of supplies for the month Requisition book will be on file at Room 45 from and after Monday, Jan. 25, 1897. By order of Board of Control.

VITAL STATISTICS-JAN. 27.

Deaths. Infant Flannigan, three days, 115 Chadwick street, hemorrhage of bowels. Horace Leavy, ninety years, 117 Benton street, William Herbert Fuhr, six weeks, 477 Missouri street, heart failure. Illinois street, apoplexy.

Eliza A. Miller, sixty-three years, 681 North Mary Gongolfy, thirty-five years, 15 Madison avenue, mitral regurgitation. Nathan H. Crane, forty years, Insane Hospital, exhaustion. Infant Robbins, 44 Smith street, inguition.

Ernest S. Gray, twenty-one years, 418 North Capitol avenue, consumption. Nina Hine, two years, 248 South Pine street,

Births. Ida and John H. Scott. 552 Union street, boy. Laura and James Shaner, 195 Hillside avenue, Ida and Charles Brunning, 101 Coburn street, Anna and Michael J. Mannix, 141 Hoyt avenue, girl. Ida and Charles Copeland, 372 North Meridian

Annie and Frank Hauffer, 450 Indiana avenue, Laura and Charles Maple, 363 English avenue, Matilda and Thomas Reid, 55 Stevens street,

Marriage Licenses.

Ervin E. Anderson and Belle Z. Thomas, Bartholomew Flynn and Augusta Dietrich. Charles S. Wiltsie and Mahel Timberlake. Frederick M. Bachman and Kate Dora Regor. Herman Barlow and Mary B. Whitton. Carl Verson Griffith and Katharine K. Stone Armstead M. Klein and Alice Mand Johnson, Charles A. Pearson and Ambra M. Bowman. James A. Sibley and Emma M. Miller.

Rheumatism is a fee which gives no quarter. It torments its victims day and night. Hood's Sarsaparilia purifies the blood and cures the aches and pains of rheumatism. Hood's Pills are the best family cathartic

BROKERS AGITATED OVER A BILL NOW PENDING IN CONGRESS.

All Central Territory Lines Will Make 25 Cents the Minimum Rate on Single Consignments.

It was stated recently that local ticket scalpers were considerably alarmed over the prospective passage of the Sherman bill now before Congress, prohibiting the of their new shops at Lima, O. scalping of tickets, and that one of the local scalpers said that it would close up their offices. Indianapolis scalpers are not becomes of interest. The Detroit Tribune says: "The bill has greatly disturbed ticket scalpers of this city, who realize that pation, for it is preposterous to imagine ers the very privilege the bill is introduced to take away. As soon as possible after learning that the bill had been offered, representatives of the various ticket brokers' associations of this city, the president of the Board of Trade, the president of the Merchants' and Manufacturers' Exchange, and about forty wholesale and retail merchants of this city sent telegrams to Congressman Corliss protesting against the measure, and requesting him to do all in his power to delay its passage until a hearing could be had. Replying to one of these telegrams, Mr. Corliss wrote as follows:

" 'This bill was prepared and urged by the Interstate-commerce Commission as a was amended in the committee, one amendment suggested by myself which limited commerce. its provisions to persons who engage in the traffic of buying and selling tickets. In its original form the bill would apply to forty-eight hours ending at 6 p. m. Monday all persons. I believe when you examine there were 120 freight trains handled bethis bill that you will not regard it as hos- tween Columbus and Pittsburg; on Sunday tile to your interests. Certainly it will prothe people, and condemn those who are that division. able. You certainly cannot prospeagainst the competition of a dishonerable i LOST-A mink fur collar, with two heads and broker. I shall be pleased to afford you every possible opportunity to consider the measure. I shall be pleased to know your objections to the measure and give your wishes and interests due consideration.' "Upon receiving the above letter, Sam T. Fisk, for the American Ticket Brokers' Association, wired Mr. McKenzie, the agent

> 'Received letter from Congressman Corliss. Seems not to understand situation. See him in our behalf and explain purport of bill. He believes that under act will be furnished certificates.' Kansas City and Cleveland scalpers are

organizing to take action against the bill. weather conditions.

Southeastern Rates. The Southern Passenger Committee concluded its labors at St. Louis yesterday. In the matter of the party rates, it was decided to confine their use to lines composing the Southwestern Passenger Committee, and not to offer them to connecting lines for basing purposes. General Passenger Agents John Sebastian, of the Rock Island, James Barker, of the Missouri, Kansas & Texas and George T. Nicholson, of the Santa Fe, were appointed a com-mittee to confer with the Western Passenger Association and lines in the Southeast relative to changing the present plan of view to preventing demoralization in rates, | the Pennsylvania Company lines west. With reference to bicycles in crates, where contents are visible, the chairman was directed to issue a ruling classifying them as bicycles not crated. One fare for the round trip rates were authorized for the following events: Inauguration at Washington; Mardi Gras festivities, at New Orleans; Knights of Pythias conclave, at Hot Springs, May 17 to 23; international convention Y. M. C. A., Mobile, Ala., April 21 to 25; international conference Y. M. C. A. secretaries, Selma, Ala., April 26 and 27. For the Evangelical German Lutheran Synod, at New Orleans, Feb. 17 to 23, a rate of one and one-third fare was ordered.

Change in Freight Agents. R. B. Rossington, for many years freight agent of the Pennsylvania Company at Fort Wayne, has tendered his resignation to take effect Feb. 1. He will be succeeded by F. E. Sawyer, now agent at South Chicago. Only four men have filled the position of Pennsylvania freight agent at Fort Wayne-A. C. Probasco, J. C. Davis, J. K. McCracken and Mr. Rossington, each of

whom served about ten years. Personal, Local and General Notes. W. F. Bruner, assistant general passenger agent of the Vandalia, was in the city | dend of 5 per cent. is hardly ready to sell | yesterday on official business. The new union passenger station at

Cedar Rapids, erected at a total cost of \$225,000, was dedicated last evening. The earnings of the Lake Erie & Western the third week of January were \$12,963 less than in the corresponding week of 1896. Walter E. Brown will on Feb. 1 become the traveling freight agent of the St. Louis & San Francisco, with headquarters at

George Lowell, general superintendent of of to-day.

Washington. Col. S. H. Church, chief of the car service on the Pennsylvania lines west of Pittsburg, has been in the city for a day or two

on official business. Most of the trunk lines are running heavy fast express trains during this severe cold weather, in two sections, and as a result are making very good time. On Sunday a new train schedule will take effect on the Wabash and the time of

train No. 2. east-bound, between St. Louis

and New York, will be shortened one Some forty clerks in the freight offices of the Big Four were handsomely entertained on Tuesday evening at the residence of Wm. Garstang by his son, who is an associate clerk.

John S. Matson, who has been connected with the Erie for some years, has been appointed superintendent of transportation of the Pittsburg, Bessemer & Lake Erie. Mr. Carnegie's new line.

The court has consented that the ceiver of the Cincinnati, Jackson & Mackinaw may use the terminals of the Toledo & Ann Arbor at Toledo after Feb. 1. instead of those of the Wheeling & Lake

Friends of D. J. Mackey say that the charges against him regarding the affairs of the Peoria, Decatur & Evansville are trumped up in order that certain parties may get out of paying some just obliga-

Albert Byrkit, one of the veteran engineers on the Vandalia, has obtained a three weeks' leave of absence, and yesterday, accompanied by his wife, started on an Eastern trip, including Washington and

C. E. Wilson has been appointed assistant general freight agent of the Wisconsin Central lines, the appointment to become effective Feb. 1. T. A. Price, who has been an assistant general freight agent of the same company for some time, remains as

The Big Four earned in the third week of January \$235,101.03, a decrease as compared with the corresponding week of 1896 of \$19,266.68. The first three weeks of January the road earned \$699,274.36, a decrease, as compared with corresponding period last

year, of \$63,828.77. The Columbus, Sandusky & Hocking Railroad has obtained an injunction to prevent D. L. Sleeper, Morris Donahue, H. R. Butler, George W. Saul, S. J. Flickinger, E. M. Poston and Anna Bonebrake from taking further steps to have a receiver appointed. Robert Rodebaugh, baggage master run-

ning between Richmond and Indianapolis on the Panhandle, yesterday morning, just after arriving, was taken with convulsve fits and was removed at once to St. Vincent's Hospital. Last evening he was reported to be very III. The Peoria & Eastern lines earned in the

third week of January \$26,249.88, a decrease as compared with the corresponding week 1896 of \$9,472.32. The lines earned in the first three weeks of January \$83,147.89, a decrease as compared with corresponding period 1896 of \$24,018.41. The record presented in Congress by Rep-

resentative Hubbard, of Missouri, in his bill to provide the death penalty for the crime of train robbery shows that in the past six years there have been 183 stoppages of trains for criminal purposes, as a Hood's Pills are the best family cathartic pages of trains for criminal purposes, as a "Brown's Bronchial Troches." Price. 25 cts.

killed and fifty-eight wounded by shots. In 1896 alone twenty-three hold-ups were re-

Sunday night the depot of the Wabash Railroad Company at Attica, Ind., was burned. The building, with its furniture, was valued at \$3,500. On Monday orders were given to at once erect a new depot at that point of more modern style of architecture, to cost \$5,000.

Yesterday's report showed that at Newport News there were standing on sidetracks 1,500 cars of the Kanawha Dispatch, loaded with grain awaiting an opportunity to load into vessels for export. For this reason the Big Four is sending all the busi-ness it can East via Cleveland. C. H. Cory, superintendent of motive power of the Cincinnati, Hamilton & Dayon, is visiting some of the recently completed railroad shops at different points to

keep pace with the times in the erection The passenger department of the Cincinnati, Hamilton & Dayton issued 'a very neat leastet setting forth the atractions of their new train between Indianapolis and

get some ideas which will enable him to

The net earnings of the Chicago, Milwaukee & St. Paul for the month of December the same month of last year. Since July the earnings of the road have been \$6,784 - party. for a moment that the railway companies | 876, a decrease of \$117,718 from the net earnwould issue certificates granting the brok- | ings of the same period of the preceding

> the Little Miami Railway Company elected four directors, James N. Gamble, William Worthington, of Cincinnati; A. S. Frasier, of Xenia, and J. T. Brooks, second vice president of the Pennsylvania system. The board of directors later re-elected the pres-

Ford Wood, general freight agent of the Peoria & Eastern road, stated last evening that the last day or two there had been increased inquiry for cars and he thought that the earnings of the last quarter of January would show a marked improvement over either of the three first quarters of the month. Kansas City ticket brokers have secured the signatures of a number of wholesale

man Van Horn and other members of wise protection to the traveling public, to | Congress, protesting against the passage railroads and to ticket brokers. The bill of the anti-scalping bill reported in the House of Representatives by Mr. Sherman, of the committee on interstate and foreign The last few days there has been heavy movement of freights on the Pitts- have received permanent injuries. burg division of the Panhandie. In the

there were twenty-seven west-bound and tect and uphold an honest broker before thirty east-bound freight trains handled on trial in the Criminal Court. Ludwig yes-The Wabash has just paid out prizes to Ramsey thinks it is money well expended. The points covered in the competition are

and surroundings. of the association at Washington, as fol-A special train on the Little Miami division of the Panhandle lines, on Tuesday, carrying the delegates to the convention of | been in search. manufacturers, to be held in Philadelphia, made the run from Cincinnati to Columbus, in three hours and five minutes, making four stops, which is a good run for this season of the year and the present

General Manager Capo, of the Flint & Pere Marquette, says there is no foundation for the report telegraphed over the country that, in connection with other roads, a new through line was to be established between the Northwest and tidewater, at Norfolk, Va. He says it would be folly for his company to take such a step, when the line is working so pleasantly with a large number of tidewater connections.

Superintendent of Motive Power Potter. of the Pittsburg, Fort Wayne & Chicago road, speaks very enthusiastically of the performance of the large freight engine recently sent from the Vandalia to that road to be tested. He says it is a very powerful and fast engine of that class and in its performance requires less than any of running home-seekers' excursions, with a the larger freight engines now in use on

At the meeting of the Ohio Coal Traffic Association at Columbus yesterday an end was put to the coal rate war by the association voting unanimously to abrogate all contracts under tariff rates, taking effect last midnight. Some claims for damages will doubtless follow, but these will be met by the association. A committee was appointed to fix a basis for the division of coal traffic. The agreement is for one year. All of the railroads in Central Freight Association territory have gone back to the practice of charging but 25 cents on package freights, as will be seen by the fol-lowing notice issued yesterday by J. F. Tucker, chairman of the Central Freight Association: "Until further notice the minimum charge on single consignments of freight between points in the Central Freight Association territory will be 25

Unfortunately, the rumor to the effect that negotiations had been resumed by the Big Four people to get control of the Chicago & Eastern Illinois has no foundation, although a Chicago paper treated the matter as being well advanced. The Danville Commercial, in commenting on the Big Four's purchase of the C. & E. I rumor says: "A company that can build 150 miles of new road in a year and declare a divi-

C. S. Tomlinson, the genera! secretary of the National Association of Merchants and Travelers, has addressed a letter to Chairman Caldwell, of the Western Passenger Association, in which he says his organization has in no way been identified with the attempt of the different bornes of traveling men which are seeking to force the railroads to a flat rate of 2 cents for all passenger business. Mr. Tomlinson says that the National Association of Merchants and Travelers is not in favor of the measure rather than effect the remedy. 4. The statthe Monon lines, arrived in the city last and has refused to indorse it and will use evening and will be here the greater part all of its influence to discourage the granting of the flat rate.

expected. The amount of traffic was considerably greater than for the corresponding period of last year and as rates were better maintained, it is altogether probable that the road will show a good increase in earnings. The conditions have improved so much of late with the Burlington that it is thought that there will be no reduction in the regular 4 per cent, dividend, as is said to be for much better business in the year just opening.

With the taking effect of the interstatecommerce act many elevators along the some division point, where the elevator then came in good play. Now there is a office within the time allowed. movement on foot, started by the National 2012. Cement Company v Grain Dealers' Association, whereby elevator operators shall receive from the railroads, say 2 cents per bushel for storage or handling. The association takes the ground ors of their own the roads be willing to compensate operators who invest money in that direction.

C. E. Scharff, general manager of the Big Four lines, was in the city vesterday ifternoon and in the evening went to St cuis. In a fire on Tuesday the office part of the new freight depot at East St. Louis was destroyed, but the depot proper, 600 feet long, suffered but little, the St. Louis fire department reaching the scene before the flames made any great headway. The fire originated in a singular manner. The steam-heating apparatus gave out and a number of gasoline stoves were put up as a temporary arrangement; a barrel of gas-Hne was purchased and placed in the basement, and in getting it down the men lost control of it; the barrel burst and the gasoline flowed along the floor until it reached the fire under one of the boilers, when a moment later the building was in flames. or the part of it where the offices were, and all the books and papers were de-

ACCUSED OF FORGERY.

Twelve Men Indicted for Counterfeiting B. & O. Railway Tickets.

CHICAGO, Jan. 27.-The grand jury today indicted, or complaint of officials of the Baltimore . Ohio Railroad, the followgery: William Burns, Charles F. Stout, James Marn, C. G. Winkler, Victor E. Cunningham, E. H. Neimyer, Charles M. Dougherty, William O'Rourke, James Colan, Archie Mahan, George Cochran and D. Flaherty. The men under indictment are alleged to have forged tickets on the Baltimore & Ohio road. The officials who appeared before the grand jury had \$4,000 worth of the forged tickets with them and the plates and dies from which they were printed. These tickets were sold to scalpers, it is said, and hundreds of them were used before the counterfeit was discovered. The forgery was very clever, and was detected only after the closest of scrutiny by

No Safer Remedy can be had for Coughs and Colds, or any trouble of the Throat, than

MISS HENDRICKS, FIRST WOMAN TO PLEAD BEFORE SUPREME COURT.

She Makes a Strong, Concise Argument in a Case Involving a Woman's Right.

A case was argued before the Supreme Court yesterday in which, for the first time in the history of the State, a woman appeared in oral argument. The modern Portia is Miss Caroline Hendricks, of this city. She is a member of the firm of Ayres & Jones and graduated from the University alone in their anxiety about the matter, Baltimore via Washington. It leaves Indi- of Indianapolis Law School last June. Miss and what is being done at other points anapolis at 7:55 a. m., reaches Washington | Hendricks had the satisfaction of making at 6:47 a. m. next morning and Baltimore at her first plea as a defender of the rights of her own sex, claiming a woman's right to a share in her husband's land in case of a if it is passed they will be minus an occu- were \$1,241,008, an increase of \$4,143 over judgment and sale of such land in a partition against her husband, she not being a The land which is concerned in the suit

is in Hannaman's south addition to the city of Indianapolis and is a valuable piece of The annual meeting of stockholders of Miss Herdricks spoke for nearly half an hour, quoting authority both from memory and from reference like an old attorney. Her manner is earnest and businesslike, free from all oratorical flight and flowery expressions. Her argument was clear and concise and would have done credit to a brother lawyer of the opposite sex, older both in years and in practice.

A CYCLIST'S SUIT.

Susan J. Hanney Claims Damages for Being Thrown from Her Wheel. Susan J. Hanney yesterday filed sui against Louis F. Smith for \$5,000 damages. houses to telegrams addressed to Congress- | The complaint recites that last June the plaintiff was riding a bicycle on North Illinois street and came into collision with Smith, through no fault of her own and entirely through the negligence of the defendant. She was badly bruised and was carried into a house near by where the accident occurred. The plaintiff claims to being hurled to the pavement."

Pawnbroker Ludwig's Trial. Charles G. Ludwig, the pawnbroker charged with receiving stolen goods, is on wheels in his possession, and said that De- many of us poor devils hunting for work. t. ack foremen \$1,200, and General Manager | tectives Kinney and Splan had looked over | and we ain't bums, either," he added to his some of them and told him to be on the lookout for two wheels, Nos. 1727 and 2903, drainage, policing, sidings, line and surface | which had been stolen. He had advanced level, joints, ties and switches. Some of \$7 to a man named Williams on a wheel the English roads are offering prizes to | which he took home and stored in his attic, station masters for the best kept stations | and which his books showed to be numbered 1127. When the attic was raided seventeen bicycles were found, among them the two wheels of which the detectives had

> Express Company Tax Cases. Attorney General Ketcham spent yesterday afternoon in the courthouse assisting in the preparation of the transcript for the appeal of the tax case against the Adams, American and United States Express Companies. This is the case in which the State sued to uation." collect a 50-per-cent, penalty from the com-panies for having failed to pay the taxes when due. The case went against the companies in the Circuit Court, but the State holds that the allowance of the court was not as much as it should have been.

Probate Matters. Yesterday Simeon P. Gillette was appointed coexecutor with his brother, Philip G. Gillette, of the last will of their father, the late Samuel T. Gillette. The coexecutor's bond was fixed at \$10,000. Roger R. Shiel was appointed guardian of the person and estate of John R. Trimble.

Bond, \$4,600. Richter, Not Ritter. The suit of Stella J. Dunn against Eli Richter, in which judgment was given for \$40, erroneously appeared in print yester-

day with Eli Ritter as the defendant. THE COURT RECORD.

Supreme Court. 17857. Guy vs. Blue. Kosciusko C. C. Affirmed. McCabe, J.-1. The use of epithets in a pleading is not sufficient to show fraud, but the facts constituting the fraud must be distinctly averred. 2. An error of the trial court in sustaining a demurrer to a pleading is waived by the party complaining of the error when he fails to discuss the question in his briefs. 17997. Sutherland vs. O'Donnell. Washington C. C. Reversed. Monks, J.-This

case is decided upon the authority of cause No. 17996, Sutherland vs. McKinney, decided at this term of court. 17835. Bartlett vs. Manor. Delaware C. C. Affirmed. Hackney, J.-1. A proceeding to substitute one will, not probated, for another which has been probated involves the contest of the latter will and the procedure must be in accord with the rules of the statute, which require that the petition or complaint be filed within three about twenty-five people by crowding. Yet years after the will has been offered for car No. 343 had fifty passengers and No. probate. 2. When a right is given and a 157 had forty-two. Car No. 517 on the Clifprocedure for its enforcement is provided | ford-avenue line had eighty-seven passenby a special statute, the procedure so provided excludes resort to another or differ- had to stop the cars for five minutes while ent procedure. 3. When time is of the es- he jumped off and collected from men who sence of the right created, and the limitation is an inherent part of the statute or agreement under which the right in question arises, so that there is no right of action independent of the limitation, such special limitations extinguish the right of limitation has no effect upon the time | twelve people of those who were packed in-

final hearing. Appellate Court. 1888. Kelso vs. Kelso. Knox C. C. Petition for rehearing overruled. Wiley, J .-A motion for a new trial was overruled | tion she could find for the inconvenience June 26, 1893, to which decision of the court the defendant took exceptions, and ninety days were given him in which to file his that she was kept warm. This crowded bill of exceptions. The time for filing his | condition of the evening cars is not simply asserted in various quarters. The outlook | bill expired Sept. 26, 1893; it appears from | an exception due to the cold weather, but it the face of the record that the long-hand report of the evidence was filed in the clerk's office Dec. 21, 1893. Held that as the evidence must precede the filing of the ines of railways became of little value, as | bill of exceptions the evidence was not freight could be loaded at a proportionate | properly in the record. Held, also, that rate at any point on a railroad instead of at the bill after having been signed by the some small station taking a local rate to judge must be affirmatively shown by the record to have been filed in the clerk's Cement Company vs. Wright. Clark C. C. Reversed. Henley, J.-I. A ing been a participant. He and Lewis paragraph of complaint which shows that the work at which the decedent was engaged when he was killed was entirely dif- igan and Noble streets, and Buck invited that if railroads do not care to build eleva- ferent from the work which he was em- Lewis to step outside to settle it. Buck polyed to do, and was more dangerous and went out and Lewis followed. Buck started hazardous than such work, and had to be to take off his overcoat and Lewis told

in the complaint that he did not know of about the face and head. them. 3. Where a witness shows himself sufficiently familiar with the subject, and has been in the life insurance business for eight years, and that his companies supply him with tables giving the expectancy of life, he may refer to his tables and tell the jury the decedent's expectancy of life I. The burden of proof is upon the plaintiff to show that the decedent had knowledge of any defect in the machinery with which he worked and which caused his death; also, to show that the decedent had not assumed the risk of danger.

Superior Court. Room 1-John L. McMaster, Judge. Daniel Wilson vs. John Vazen; commission on sale. Dismissed and costs paid. Haney Reed, administratrix, vs. Citizens Street-railroad Company; damages, jury returned a special verdict, with damages

Maria Willoeby vs. Citizens' Street-rail-

road Company; damages. Dismissed at Room 3-Vinson Carter, Judge. George W. Cook vs. Rachael S. Cook; divorce. Finding for defendant and judgment against plaintiff for costs. Dwight H. Baldwin et al. vs. Lizzie Collier; replevin. Finding for plaintiffs that they are entitled to possession of the goods. Judgment for 1 cent and costs. United States Building and Loan Assolation vs. Harriet C. Thompson. Finding nd judgment against defendant, Harriet . Thompson, for \$685.80 and costs.

Criminal Court. J. Frank McCray, Judge. State vs. Charles G. Ludwig; receiving stolen goods. Continued for further evi-

On trial by jury. Jury out.

Sarah Shackleford vs. Margaret E. Roy.

New Suits Filed. Indiana Society for Savings vs. Maud Weaver et al.: foreclosure. Room 2. Ladiana Savings and Investment Com-

pany vs. Charles O. Britton; foreclosure. Edward P. Gailup vs. Frederick R. Judon; on note. Room 2. William Battram vs. George D. Starum et al.; foreclosure. Room 3. Indiana Society for Savings vs. David Allen et al.; foreclosure, Room 3. Union Milling Company vs. Hiram E. Kinney; damages on contract. Room 1. Tillie Coneway vs. Charles W. Coneway;

Diseases Treated and

Cured by the Indian-

CLASS ONE - Chronic

new method. Thousands

CLASS Two - Chronic

diseases of the Eye and

CLASS THREE-Chronic

diseases of the Heart. Stomach, Liver and

CLASS FOUR - Chronic

diseases of the Rectum and Bladder. Piles and

Rupture cured without

CLASS FIVE - Chronic

diseases of Men and

CLASS SIX-Chronic diseases of the Nerv-

manufacture all kinds of apparatus and

our own shops 60 MONUMENT PLACE,

Kidneys.

the knife.

ous System. CLASS SEVEN

of the Human Rody. We

diseases of the Nose, Throat and Lungs Ca-

apolis Infirmary.

Susan J. Hanney vs. Louis F. Smith; damages. Room 2. TROLLEY CAR SARDINES

divorce. Room 2.

STATISTICS SHOWING THE CROWD-ING OF PASSENGERS LAST NIGHT.

Even the Cold-Weather Straw Has Been Abandoned Since "Perpetual" Rights Were Discovered.

Last night a half hour before the shops closed until a half hour after the last tired store clerk quit his work to make his way homeward the best he could, people struggled to get a foothold on the Citizens' Street-railway Company's sardine cases, street was so crowded that the lights from the incandescents in the car could hardly find space between the human beings to throw its beams to the street outside. Between most of these cars there was double the wait which the schedule calls for, and the suffering people had to stand on the corner and educate themselves up to the misery which the ride home entailed.

"I suppose," said one man who waited twenty minutes at the postoffice corner for a Pennsylvania-street car, "that the company cannot find enough men to run the cars, else they would run more of them. Car after car without a trailer has passed this point during the last hour, and on every car were men straining and clutching at the platform hand rails to keep from

Just then a man-evidently a mechanic or a laborer, from his dress-stepped up and begged the waiting passenger, in the name of God, to give him a nickel or a dime that he might get something to eat. No terday morning testified to having several work-not a job anywhere. "There are

"No doubt," the prospective passenger went on, after the hunger-stricken man had muttered his thanks and moved away, "no doubt, I say, this is the reason the company incommodes its patrons. Not enough men idle to man these trailers, I am sure. I see by the papers that the financial papers of the East say the Citizens' Streetrailway Company's receipts have increased so much that there are prospects of the stock looking up. It seems to me the company would put on more cars and take in more money. That's the logic of the sit-

"Rats!" ejaculated a friend. "That's a poor idea of logic. If ninety people will crowd into a car built for thirty people, and pay 5 cents fare, where is the logic in providing three cars? The company is not in business for its health, nor for its patrons' health, either, as you can well see by the way it breeds disease in making stock cars of its rolling stock. Why, the money they save one night on the Collegeavenue line alone would enable that man Verner to buy one of his wine suppers for twenty legislators, if he could find that many wno would accept his contaminating hospitality." It is recalled by several passengers who have been using the street cars in this city for the last niteen years that a rew years ago on cold days like those of the week past the street-car company covered the floors of the cars with straw, and this smail accommodation was welcomed. Even the straw has been forgotten since the company discovered that it has a perpetual franchise to the streets of the city. In Chicago electric cars are as warmly neated as a grawing room, and this is done by a simple heating device, the electric current furnishing the heat. The device is placed

under the seats, and the cost of supplying the neat beyond the first cost of the device is practically nothing. An or ... nance will probably be introduced at a near meeting of the City Council requiring the company to heat its cars in this city during cold weather. Last night the cash-fare registers of the College-avenue cars going north, from 5:30 o'clock on, were noted. The cars seat about thirty people, and yet the following was shown: Car No. 507 had fifty-six passengers, sixty on No. 549, sixty-two on No. 505, fifty-one on No. 500, seventy-eight on No. 547 and sixty-two on No. 508. On the Brightwood and Columbia-avenue lines the boxes are about the size of those used in the days of the mule, and each will contain gers. On several of the cars the conductors he jumped off and collected from men who were dragging behind on the draw bar, the brake and the hand rail. On Prospect street car No. 527, which left Washington street last evening a little after 6 o'clock, it was difficult to count all the passengers. On the platform nineteen people were crowded, many hanging on All the St. Louis lines have announced a rate of one fare for the round trip to the inauguration of President McKinley at Washington form, made sixty. There were standing inside the car fully as many as were seated, which made a total of eighty-nine who were on the car when it left Washington street. One woman said the only consolaof being jammed so agatty between two men that she could not move was the fact

hour before and after.

is a common occurrence on the cars leav-

ing down town at 6 o'clock and for a half

Left the Saloon and Fought. Charles Lewis and John Buck were arrested yesterday for assault and battery day night, and Buck bears evidence of havquarreled in a saloon at the corner of Michperformed with different workmen, operat- him there would be no fight. Buck was ing under different rules and methods, and satisfied to let the matter drop and started with appliances and in a place distinct and to pull on his coat, when Lewis struck different from that of the work which deced- him squarely between the eyes. The blow ent was employed to to do, states facts suffi- knocked Buck down and Lewis then procient to constitute a cause of action. 2. This | ceeded to give him a severe whipping court will not presume that the decedent | which Buck's appearance testifies, was ac knew of the defects in the machinery, if | complished. Both of Buck's eyes are black any there were, in the face of the allegation and he has several bruised places

> cience says that the coming man (also the "coming woman") will depend for food supply more on the chemist and the laboratory than on the products of the field and farm. However that may be, it is sure that intelligent people everywhere now depend upon Liebig **COMPANY'S**

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COPY OF STATEMENT OF THE CONDITION

OF THE

Every car that turned off Washington Home Insurance Company

On the 31st Day of December, 1896.

Located at No. 119 Broadway, New York. DANIEL A. HEALD, President. WILLIAM L. BIGELOW, THOMAS B. GREENE, Secretaries,

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash in banks and in the hands of agents...... \$632,485.84 Real estate unincumbered...... 1,748,857,41 Bonds and stocks ewned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from a prior incumbrance Debts otherwise secured..... Debts for premiums..... Total assets\$10,362,224.39 LIABILITIES.

All other claims against the company...... Amount necessary to reinsure outstanding risks 4.280,827,00 I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day

COPY OF STATEMENT OF THE CONDITION

25th day of January, 1897.

Hanover Fire Insurance Co

1896, as shown by the original statement, and that the said original statement is now

In testimony whereof, I hereunto subscribe my name and affix my official seal, this

On the 31st day of December, 1896. Located at No. 34 Pine Street, New York.

C. L. ROE, Secretary. I. REMSEN LANE, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... \$254,125,92 Real estate unincumbered..... Bonds and stocks owned by the company, bearing interest at the rate of per cent., as per schedule filed, market value 1,864,334.50 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 4,000,00 Debts otherwise secured..... All other securities..... 16,341.43

Total assets \$2,595,801.85 LIABILITIES. All other claims against the company...... Amount necessary to reinsure outstanding risks 1,132,256.85 Total Habilities..... \$1,306,668.2 State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a

> In testimony whereof, I hereunto subscribe my name and affix my official seal, this A. C. DAILY, Auditor of State. 25th day of January 1897.

COPY OF STATEMENT OF THE CONDITION

correct copy of the statement of the condition of the above mentioned company, on the 31st day of

December, 1896, as shown by the original statement, and that the said original statement is now on

Reading Fire Insurance Co

On the 31st day of December, 1896. Located at No. 19 North Fifth Street, Reading, Pennsylvania, S. E. ANCONA, Secretary. WM. A. ARNOLD, President.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered..... Bonds owned by the company, bearing interest at the rate of 4-7 per cent., for which the same is mortgaged, and free from any prior incumbrance Debts for premiums.....

30,522.68 73,178.82 All other securities..... Total assets...... \$794,286.03 Losses adjusted and not due...... \$14,605.77 Losses unadjusted..... Losses in suspense, waiting for further proof 6,600,00All other claims against the company..... Amount necessary to insure outstanding risks

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the first day of December, 1896, as shown by the original statement, and that the said original statement is now on In testimony whereof, I hereunto subscribe my name and affix my official seal, this the day of January, 1897.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

Merchants' Insurance Co. On the 31st day of December, 1896. Located at Nos. 776 and 778 Broad Street, Newark, New Jersey.

J. R. MULLIKIN, Seretary. G. LEE STOUT, President. The amount of its capital authorized is......\$1,000,000 The amount of its capital paid up is...... 403(09) THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... \$70,865,08 Real estate unincumbered... various per cent., as per schedule filed, market value for which the same is mortgaged, and free from any prior incumbrance

Bonds and stocks owned by the company, bearing interest at the rate of Loans on bonds and mortgages of real estate, worth double the amount 16,500,00 Debts otherwise secured..... 172.965.92Debts for premiums..... LIABILITIES. Losses adjusted and not due..... 57,619,04 Losses unadjusted Losses in suspense, waiting for further proof 11,817.18 All other claims against the company...... 64,741.24 Amount necessary to reinsure outstanding risks

The greatest amount in any one risk, \$10,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now or file in this office

In testimony whereof, I hereunto subscribe my name and affix my official seal, this th day of January, 1887.

A. C. DAILY, Auditor of State. 25th day of January, 1897. SAFE DEPOSITS.

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25th day of January, 1897.

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